

Poage.

How California cares for the Blind.



M.C. MIGEL LIBRARY  
AMERICAN PRINTING  
HOUSE FOR THE BLIND

HV1795  
P  
cop. I

# How California Cares for the Blind

By P. T. POAGE, Assistant Architect.

**T**HE CARE of the blind may be divided into three general classes, Educational, Industrial and Benevolent. The State of California has long recognized that proper education of the blind youth and training and employment of the adult blind in useful industrial occupations very largely reduces the need for benevolence. In line with this policy it maintains two major institutions, the California School for the Blind in Berkeley and the Industrial Home for the Adult Blind in Oakland. During 1929 a beginning was made toward establishing in Los Angeles a second industrial institution to serve the southern part of the state.



P. T. POAGE.

#### CALIFORNIA SCHOOL FOR THE BLIND

The California School for the Blind is maintained under the State Department of Education as an integral part of the state's educational system. Its history may be said to date back to 1860 with the organization in San Francisco of the "Society for the Instruction and Maintenance of the Deaf and Blind," which induced the state to erect a building for carrying out the purposes of the society at Fifteenth and Mission streets.

The Deaf, Dumb and Blind Asylum, as it became known, rapidly grew beyond the possibilities of the site and on the recommendations of a legislative committee a new site was selected in Berkeley and the cornerstone of a new building was laid there in 1867. A severe earthquake on October 21, 1868, caused serious damage to the building and loss to the contractor.

On January 17, 1875, fire totally destroyed the building and in the same year reconstruction commenced. That the new buildings which are still used by the School for the Deaf were then considered to be of the best construction, is indicated by a description by Mr. Warring Wilkinson, principal of the Asylum at the time:

"The construction of the buildings is of the most substantial character. Nothing has been sacrificed to show, but every regard has been paid to comfort, safety and durability. A massive, concrete sub-foundation of Portland cement underlies all the walls. The foundations are of stone, granite water table, and superstructure of plain brick, with granite sills, galvanized iron cornice, and slate roof. The partition walls throughout are of brick, interlaced and bonded strongly with iron. All the staircases are of stone, and a spiral stone staircase, at the extreme end of the sleeping apartments, renders it impossible for the children to be cut off should fire, by any chance, obtain possession of the middle portion. The exterior walls are lined, and the interior are built with hollow brick, and plastered without the use of lath or furring, so that there is no wooden communication between the different stories. The basement floor is laid three inches thick, with artificial stone. With all these precautions, it is difficult to see how fire can obtain lodgment, and, if it does, the loss will be confined to a single building, the distance between the different 'homes' being ninety feet."

The stigma of the name "Asylum" was removed in 1905 and the school became known as the California Institution for the Deaf and Blind. A still greater forward step was made in 1921 when the legislature divided the institution into two separate schools, the California School for the Deaf and the California School for the Blind.

With the separation, the School for the Blind was given a portion of the grounds on which have been built new buildings specially planned for the needs of the blind. With the assistance of Dr. R. S. French, able principal of the school, the Division of Architecture has planned and constructed the buildings which make possible the physical separation until it is now practically completed, and the standard of the school has been steadily raised to the point where the students are no longer considered as unfortunate wards of the state but as students in a part of the public school system which differs from the common schools only in the special methods of instruction required.

It is interesting to note the progress in institutional planning as illustrated by following the construction of this institution from its early days. First we have the congregate type of plan, of the original building in San Francisco and of the first development in Berkeley, in which all functions of the institution were provided for under one roof without due regard for their separation.

# Winter Traffic Count on State Highways

**T**HE winter traffic count on state highways was taken January 12 and 13.

This count has been made on the Sunday and Monday nearest the middle of January and of July for the past six years. The check is made between the hours of 6 a.m. and 10 p.m. each day. For purposes of analysis the record is kept separate by hours. Vehicles are segregated under the following classifications: Passenger cars, light trucks, heavy trucks, trailers, buses and horse-drawn vehicles. Traffic was recorded at 921 separate stations during this count.

Traffic, as a whole, was much lighter than during the count of January, 1929. This is accounted for by the snow storm which occurred during the week end. Many miles of roads were covered with snow and only necessary through traffic was on the roads. During Sunday those who enjoyed snow sports were able to indulge their fun much nearer home than usual. Past records led us to expect a 9 per cent gain in traffic over that of the previous year. The actual figures, as compared with the 1929 count, indicate the effect of weather conditions.

	For Sunday per cent Gain Loss	For Monday per cent Gain Loss
--	--	--

Main north and south routes -----	21.9	2.6
Laterals between inland and coast routes -----	5.3	11.3
Interstate connections -----	17.4	1.0
Recreational -----	44.7	5.3
Average all routes -----	36.2	14.5

As there are more motor vehicles registered now than one year ago, the reduction in business to those catering to the traveling public through decrease in traffic by over one-third, represents a large sum even for a single day.

The gain and loss in traffic, expressed as a percentage of the January, 1929, count for all State highway routes, is as follows:

Rt. No.	Description	Sunday		Monday	
		gain per cent	loss per cent	gain per cent	loss per cent
1	Sausalito-Oregon Line.....	3.9	23.0		
2	San Francisco-San Diego.....		32.0	6.5	
3	Sacramento-Oregon Line.....		3.8		5.3
4	Sacramento-Los Angeles.....	13.6	6.4		
5	Stockton-Santa Cruz.....	12.3	14.6		
6	Sacramento-Woodland Jct.....	3.7	23.7		
7	Tehama Jct.-Benicia.....	12.2		8.4	
8	Ignacio-Cordelia.....	1.7	20.9		
9	San Fernando-San Bernardino.....		2.1	2.2	
10	San Lucas-Sequoia National Park	24.1		15.8	

Rt. No.	Description	Sunday		Monday	
		gain per cent	loss per cent	gain per cent	loss per cent
11	Sacramento-Riverton .....	17.6		25.6	
12	San Diego-El Centro.....	6.5		8.5	
13	Salida-Sonora .....			28.5	
14	Albany-Martinez .....			12.3	4.7
15	Rt. 1 near Calpella-Grass Valley			24.0	7.2
16	Hopland-Lakeport .....			40.9	43.9
17	Roseville-Nevada City.....		31.0		24.1
18	Merced-El Portal .....			37.8	16.6
19	Rt. 9 West of Claremont-River-side .....			27.3	9.3
20	Redding to Rt. 1 near Arcata.....			26.6	49.7
21	Rt. 3 near Richvale-Quincy.....	13.1			8.1
22	San Juan Bautista-Rt. 32.....	45.5			13.7
23	Saugus-Bishop .....			29.7	25.0
24	Rt. 4 near Lodi to Valley Springs .....			41.7	11.4
25	Nevada City-Downtownie.....			87.8	77.1
26	San Bernardino-El Centro.....			3.5	3.5
27	El Centro-Yuma.....			8.5	10.4
28	Redding-Nevada Line.....			8.6	54.0
29	Red Bluff-Nevada Line.....			50.2	27.4
30	Route abandoned.....				
31	San Bernardino-Jean.....				No count account snow
32	Rt. 4 near Califa-Rt. 2 at Gilroy .....			1.4	24.7
33	Rt. 4 near Bakersfield-Paso Robles .....	45.5		82.4	
34	Rt. 4 near Arno-Pine Grove .....		6.0	13.9	
35	Peanut-Kuntz .....		60.0		71.5
37	Auburn-Colfax .....		0.7	3.8	
38	Meyers-Nevada Line.....			52.9	64.8
39	Tahoe City-Nevada Line.....				Road closed account snow
40	Rt. 13 near Montezuma-Rt. 23-Mono Lake .....			41.3	34.2
41	West and East of Hume.....				No count
42	Saratoga Gap at Redwood Pk-Gate .....				No count account snow
43	San Bernardino-Big Bear Lake .....				No count account snow
44	Boulder Creek-Redwood Park.....			4.5	15.2
45	Willows-Rt. 3 N. of Biggs.....			21.6	19.5
46	Rt. 1 near Klamath River-Rt. 3 near Cray .....				
47	Orland-Chico .....			42.2	38.6
48	McDonalds-Wendling .....			10.7	14.2
49	Cajitoga-Lower Lake .....			10.3	7.2
51	Santa Rosa-Schellville .....	11.5			3.0
52	Altar-Tiburon .....			43.5	
53	Fairfield-Lodi .....			10.0	
54	Near Michigan Bar-Central House .....			40.7	
55	San Francisco-Spring Valley Dam .....			21.9	
56	S. of Carmel Interx. of Carmel Valley and Big Sur Roads .....			29.4	26.2
57	Santa Maria-Bodfish .....	17.3			
58	Mojave-Topoc .....			16.7	
59	Lancaster-Baileys .....			77.0	
60	El Rio-San Juan Capistrano .....			10.0	
61	La Canada-Mt. Wilson Rd.....	30.2			
63	Big Pine-Oasis .....			45.2	
64	Mecca-Blythe .....			63.5	
65	Auburn-Sonora .....			83.3	
66	Manteca-Rt. 5 N. Mossdale School .....			4.9	
67	Pajaro R.-Rt. 2 n. San Benito River Bridge .....			20.4	
68	San Francisco-Berkeley .....		5.2		10.7
69	San Quintin Road .....		12.2		89.6
70	Urbian Jct. Rt. 1 .....			35.7	20.3
71	Crescent City-Oregon Line.....			11.3	2.7
	Totals.....			36.2	14.5

## TRAFFIC CENSUS

January 1929, and 1930

Count 6 a.m. to 10 p.m.

Route I. Sausalito to Oregon Line

## District IV

January, 1929

Sun. Mon.

January, 1930

Sun. Mon.

Station location

13 14

12 13

Sausalito to Ferry Building.....	485	275
Sausalito-Hyde Street Ferry.....	3,638	1,444

(Continued on page 25.)

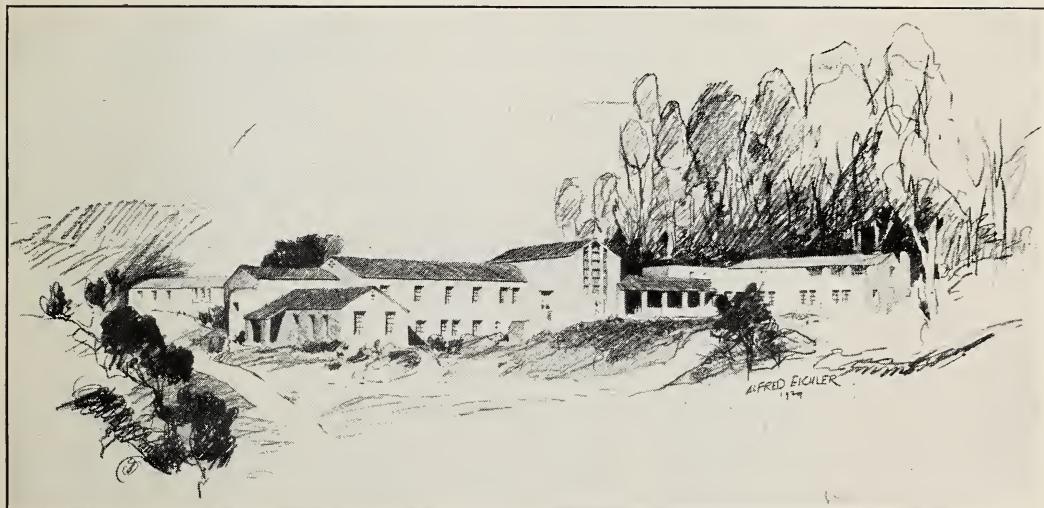
Then after the fire of 1875 we see the advancement to the cottage plan whereby living accommodations are furnished in dormitories entirely separated from administration and educational activities.

The last step, exemplified by the present school, has been the elimination, to a large degree, of the old institutional feeling by a further development of the cottage plan, keeping the dormitory buildings small and dividing the students into small groups within the buildings. Institutional feeding in one large dining room has also been eliminated.

The first unit of the new school was a dormitory for girls, for which funds were appropriated by the 1923 legislature. This building contains living quarters for approxi-

structed to provide a kindergarten room and rooms for vocational training such as basketry, weaving, piano tuning, general shop work, etc.

The complete separation of the blind from the deaf was permitted in 1929 with the completion of the boys' dormitory which is similar in general theory of plan to the girls' dormitory mentioned above. This building is somewhat rambling in plan, adapting itself freely to a hillside site and planned to permit entrance at ground level to both the first and second floors. Segregation is made in groups according to ages, with separate play rooms, and a common dining room with complete kitchen adjoining. Communication between the different floors is by means of ramps rather than stairs. This is a feature not pro-



BOYS' DORMITORY, CALIFORNIA SCHOOL FOR THE BLIND.

mately fifty girls, divided into groups of three or four, with a separate sleeping room for each group.

A large living room with a fireplace at the far end provides ample recreation space for the entire group. A completely equipped kitchen serves the dual purpose of feeding and of providing a practical laboratory for instruction in cooking as a part of the school curriculum. Classrooms are included in the building for instruction in sewing and other domestic arts.

In 1926, the second unit, the school building, was completed. In it are included general classrooms; special rooms for music, science and commercial work; the school library, the administration offices, and an auditorium equipped with a pipe organ. During the coming year an addition will be con-

vided in the other buildings, but considered very desirable.

The buildings are of fire-resistive construction, the walls and floors being of concrete and the roofs of clay tile. Free interpretations of Spanish and Italian motives, adapted to suit the requirements of modern planning, have given pleasing variation to the different units, still maintaining a complete harmony of the whole.

#### INDUSTRIAL HOME FOR THE ADULT BLIND

The state had long made provision for numerous classes of its unfortunate or defective citizens before attention was directed to the needs of the adult blind. Mining and other industries requiring the use of high explosives contributed largely to the number of adult blind until they became quite numerous and

demanded admission to the Asylum in Berkeley. The trustees of the Asylum resisted and their contention that it was established for scholastic and not industrial purposes was sustained by the courts.



Not to be discouraged so easily, the champions of the cause sought legislative action and in 1885 the legislature authorized the establishment of the Industrial Home for the

Adult Blind to be managed by the trustees of the deaf, dumb and blind asylum. A site of five acres at Thirty-sixth street and Telegraph avenue, Oakland, containing an 18-room house and two barns was leased with an option to buy, and a two-story shop was erected.

The dissimilarity of the problem of educating the blind youth and that of training, industrially, the adult was soon apparent and in 1887 the Home was established as an entirely independent institution. In the same year, money was appropriated for the purchase of the site and for the construction of a three-story wood frame dormitory, and a residence for the superintendent.

In 1909-1910 the State Engineering Department, forerunner of the Department of Public Works, took its first major part in the development of the institution in planning and building the first permanent building, containing dormitories for women, general kitchen and dining rooms, and the administrative offices. This and the men's dormitory which followed in 1914 were of fire-resistive construction providing needed safety for this type of inmate. These buildings followed the so-called "Mission" style so popular at the time.

No further permanent construction was undertaken until 1922-1923 when a dormitory

(Continued on page 34.)



The two panels shown on this page are part of the wall decorations at the new Industrial Home for the Blind.

Station location	Route 65. District X		January, 1929		January, 1930	
	Sun.	Mon.	Sun.	Mon.	Sun.	Mon.
Central House Jc. Rt. 54 to Michigan Bar,						
N. on 65.....	369	332	232	196		
W. on 54.....	366	212	289	201		
S. on 65.....	402	326	275	244		
N. of Jackson Jc. Rt. 34,						
N. on 65.....	605	683	602	774		
E. on 34.....	534	755	784	845		
S. on 34.....	400	186	338	227		
S. of San Andreas at Sheep Camp	1,439	446	1,001	381		
W. of Sonora Jc. Co. Rd. to Jamestown,						
N. W. on 65.....	382	190	102	70		
S. W. on C.R.....	204	108	52	36		
S. W. on 65.....	429	221	108	26		
<b>Route 66. Manteca to Route 5 Near Mossdale School</b>						
<b>District X</b>						
Mossdale Jc. Rt. 5.....	1,949	1,121	1,855	1,387		
<b>Route 67. Pajaro River to Route 2 Near San Benito River Bridge</b>						
<b>District V</b>						
San Juan Bautista N. of City at Jc. Rt. 2.....	1,763	949	1,404	1,051		
<b>Route 68. District IV</b>						
N. City Limits S. San Francisco.....	6,703	4,062	8,933	7,949		
S. San Francisco at Underpass.....	7,736	3,329	7,557	5,617		
Burlingame Jc. Rt. 68 and Broadway,						
N. on 68.....	7,248	2,860	7,009	5,658		
W. on Broadway.....	2,348	1,421	2,401	2,734		
S. on 68.....	5,725	1,844	5,383	3,669		
<b>Route 69. San Quentin Road. District IV</b>						
San Quentin Hill.....	1,825	943	2,049	1,135		
<b>Route 70. District IV</b>						
Ukiah Jc. Rt. 1.....	822	651	529	651		
<b>Route 71. Crescent City to Oregon Line</b>						
<b>District I</b>						
Crescent City N. of Town at Maint. Yard.....	654	579	616	563		
At Oregon Line.....	263	136	198	133		

## READ THEM AND WEEP

On the air last Monday night Wade H. Ellis of the American Bar Association's crime commission declared that crime costs the United States \$13,000,000 a year.

Speaking in Paris on July 11, 1928, Homer Folks said that illness costs the United States \$15,000,000,000 a year.

Insect pests, we were informed by the Agriculture Department on May 7, cost the United States \$2,000,000,000 a year.

Preventable accidents, said the National Safety Council on October 3, 1928, cost the United States \$5,000,000,000 a year.

Bad weather, a crop insurance expert recently estimated, costs the United States \$2,620,000,000 a year.

The smoke nuisance, according to figures issued by the Merchants Association on May 20, 1928, costs the United States \$2,040,000,000 a year.

Rats, declared the Federal Public Health Service on February 2, cost the United States \$364,000,000 a year.

It is terrible enough to know that every year this country loses the price of a couple of wars. If the estimators are given free hand we shall be broke in a few years.—New York Sun.

## HOW CALIFORNIA CARES FOR THE BLIND

(Continued from page 8.)

for employees, a women's industrial shop, and a building containing a central power plant, an assembly hall, and a lounge room for inmates were constructed.

Expansion of industrial training opportunities was aided in 1928 by the addition of a second story to the women's industrial shop, providing adequate facilities for basketry, weaving, rug making and other activities of a similar nature.

Since the founding of the Industrial Home, broom making has been the chief industry and has been carried on in wooden buildings, where the dust nuisance and lack of proper heating and ventilation has been a serious drawback. Also, of recent years the broom factory has been badly overcrowded. The need of remedying this situation was recognized by the present administration and an appropriation was made by the 1929 legislature for a new building, bids for which have already been received by the Division of Architecture, and it is expected that construction will proceed rapidly.

The new broom factory will be of concrete construction with tile roof, and is planned as a modern factory building with large areas of glass, adequate heating and ventilation and special exhaust ventilation at points where dust is created so that it may be removed and not permitted to create a nuisance. A mezzanine floor with hydro-electric elevator service furnishes ample space for storage of a large stock of finished brooms.

Another important addition to the permanent buildings is the sales and office building now under construction. This will provide an adequate salesroom with show windows for display of articles manufactured by the blind, which has not been possible heretofore. The building will also contain the administration office and public reception room. A unique and appropriate detail on this building is a frieze of sandblasted redwood depicting in conventionalized form the different manufactures carried on by the blind, with other panels showing "Homer the Blind Poet" and "Louis Braille, Teacher of the Blind."

NEW YORK—The new markers introduced on state highways have black raised letters on a white, octagonal background and small button reflectors within the letters make the signs highly visible at night.

Station location	January, 1929		January, 1930		Station location	January, 1929		January, 1930	
	Sun.	Mon.	Sun.	Mon.		Sun.	Mon.	Sun.	Mon.
Isleton Bridge East End,					Barstow Jc. Rd. E. to Standard Oil Sta. Back of Harvey House,				
N. on 53.....	207	186	155	226	N .....	251	252	No count—snow	
S. on 53.....	1,213	1,062	948	1,136	W .....	664	552	No count—snow	
W. over Br.....	1,032	918	830	1,008	E .....	181	160	No count—snow	
Thornton, Interv. C.R.,					Train Movements at Grade Cross- at Barstow .....	232	173	208	175
E. on 53.....	619	588	400	499	Daggett Jc. Arrowhead Trail Old Trails Hwy.,				
N. on C.R.....	279	253	206	240	N .....	262	199	No count—snow	
W. on 53.....	507	446	363	412	W .....	554	457	No count—snow	
Lodi N. of City, .....	727	927	687	824	E .....	314	273	No count—snow	
<b>Route 54. Near Michigan Bar to Central House</b>									
<b>District X</b>									
Central House Jc. Rt. 65 to Placerville and Jackson,					Vicinity Newberry Springs.....	240	300	No count—snow	
W. on 54.....	356	212	289	201	Vicinity Amboy .....	141	183	No count—snow	
N. on 65.....	369	332	232	196	Near Bannock Jc. C.R. to Search-light,				
S. on 65.....	402	324	275	244	W. on 58.....	144	96	No count—snow	
Saratoga Gap on 55,					N. on C.R.....	36	38	No count—snow	
55 to S. F.....			221	28	E. on 58.....	186	125	No count—snow	
55 toward Woodwardia.....			3	4	Needles W. of Cy. Lts.....	681	411	No count—snow	
E. on C.R. toward Saratoga			390	62	Needles 5.7 Mi. S. Jc. to Parker and Blythe,				
W. on 42 toward Redwood Park .....			0	4	S. on 58.....	156	120	No count—snow	
					S. W. on C.R.....	37	40	No count—snow	
					N. on 58.....	118	122	No count—snow	
<b>Route 55. San Francisco to Route 5 Near Glenwood</b>									
<b>District IV</b>									
Swimming Pool .....	7,925	1,274	5,016	1,191	<b>Route 59. Lancaster to Baileys</b>				
Jc. with C.R. to Colma,					Lancaster Jc. Rt. 23.....	820	623	450	529
N. on 55.....	4,670	375	3,172	487	Bailey Ranch .....	160	72	1	No count
E. on C.R.....	1,541	391	1,691	494	<b>Route 60. El Rio to San Juan Capistrano</b>				
S. on 55.....	5,201	577	3,326	738	<b>District VII</b>				
Jc. C.R. to Belmont at Dirt Dam,					El Rio Jc. Rt. 2, on 60.....	3,494	2,471	2,860	3,616
N. on 55.....	2,551	270	2,643	606	Oxnard South of City Lts. on Ven. 60-A .....			1,784	2,017
S. E. to Belmont.....	1,758	196	1,090	237	Santa Monica Interv. Beverly and L. A. 60-B Santa Ynez Canyon,				
W. to Half Moon Bay.....	2,350	376	2,751	723	W. on 60.....	12,737	2,791	1,986	1,968
Jc. with C.R. W. to Half Moon Bay,					On Bev. Blvd.....	7,152	2,791	No count	
N. on 55.....	2,068	373	2,761	604	E. on 60.....	20,696	6,026	2,030	1,760
W. on C.R.....	1,214	341	718	412	On Santa Monica Canyon Road.....	11,548	2,588	6,778	6,254
S. on 55.....	980	52	2,069	197	Topanga Canyon on 60.....	10,107	3,164	4,098	3,767
S. Cl-S. Cr. Co. Line Jc. Rts. 5 and 55.....	48	46	21	16	On C.R.....	4,246	1,195	572	725
<b>Route 56. District V</b>									
S. of Carmel Interv. Carmel Valley and Big Sur Roads	2,915	1,369	615	613	Lomita on Redondo-Wilmington Rd. on 60.....		9,869	6,318	5,123
San Simeon 1 Mi. S.....	184	113	68	121	Seal Beach at L. A.-Orange Co. Line .....	13,880	6,090	5,603	5,344
<b>Route 57. Santa Maria to Freeman via Bakersfield</b>					Newport W. of Cy.....	7,976	2,656	3,344	2,831
<b>District V</b>					Newport at Interv. Newport-Tustin Road,				
Santa Maria N. of Cy. at Jc. Rt. 2 .....	165	65	201	70	W. on 60.....	6,491	1,864	2,653	2,208
At Int. Rt. 57 and Suey Rd.,					N. on C.R.....	5,558	2,956	2,958	2,912
W. on 57.....	117	33	163	40	S. on C.R.....	4,363	2,215	1,781	2,240
S. on Suey Rd.....	141	53	35	16	E. on 60.....	7,871	2,554	3,376	2,882
E. on 57.....	242	77	171	52	Serra Jc. Rt. 2 on 60.....	4,493	1,636	1,895	1,873
Bet. 2d Cuyama, King and Kern Co. Line on 57 B. C.	72	45	13	14	<b>Route 61. La Canada to Mt. Wilson Road via Arroyo Seco</b>				
<b>Route 57. District VI</b>					Pasadena at N. Cy. Lts.....	2,350	514	3,061	605
S. L. O.-Kern Co. Line.....	128	67	36	43	<b>District VII</b>				
Mariopca W. of Cy.....	323	296	602	526	Big Pine, Jc. Rt. 23.....	102	131	15	38
Pentland at R. R. Xing.....	452	505	1,002	1,294	<b>Route 63. Big Pine to Oasis</b>				
Bakersfield Jc. C.R. to Connor, W. on 57.....	201	118	86	87	<b>District IX</b>				
N. on C.R.....	61	46	49	41	Big Pine, Jc. Rt. 23.....				
E. on 57.....	156	77	66	53	Desert Center Blythe, S. D. Quarantine Sta.....	88	97	94	91
Jc. Rt. 4.....	168	79	72	69	S. on 65.....	255	184	101	66
Bakersfield E. Nile and School House Easterly Cy. Lts....	1,733	2,235	2,168	2,294	<b>Route 64. Mecca to Blythe</b>				
Bakersfield 10 Mi. E. at Jc. Co. Club Rd. and Ker-57-E, on 57 .....	407	171	693	239	<b>District VIII</b>				
Bodfish at Interv. Rt. 57 with C.R. to Caliente, E. on 57.....	99	67	25	37	Big Pine, Jc. Rt. 23.....				
S. on 57.....	132	84	23	38	Desert Center Blythe, S. D. Quarantine Sta.....	88	97	94	91
S. on C.R.....	19	26	7	5	S. on 65.....	255	184	101	66
<b>Route 58. District IX</b>									
Mojave .....	144	93	47	52	<b>Route 65. Auburn to Sonora</b>				
<b>Route 58. Mojave to Arizona Line Near Topoc via Barstow</b>					Auburn at Wire Bridge, American River,				
<b>District VIII</b>					N. on 65.....	218	77	40	53
Kramer-Kern Co. Line.....	79	76	No count—snow		E. on C.R.....	95	30	7	9
Barstow N. of Cy. at Jc. C.R. to Yermo, S. on 58.....	318	320	No count—snow		S. on 65.....	118	59	34	39
W. on 58.....	199	175	No count—snow		Placerville N. of Cy. Jc. George-town Rd.,				
N. on C.R.....	138	154	No count—snow		N. on 65.....	291	216	129	167
					E. on C.R.....	66	59	13	28
					S. on 65.....	355	276	142	196
					El Dorado S. of City.....	220	128	50	41



